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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SOURCE:

The Sinp'o Railroad Station

- On 22 June 1953 the Sinp'o (N 40-02, E 128-13) (DV-3231) Railroad Station was at DV-329317. The station office and an air raid shelter were at the foot of a nearby mountain. The office was a wooden house with a zinc roof, 6 meters long, 5 meters wide, and 2.5 meters high. Two telephones were in the office. The air raid shelter was 10 meters long, 2 meters wide, and 1.5 meters high. Locomotives were hidden in a tunnel between DV-333322 and DV-334327. The station master was a senior lieutenant, and he was assisted by a master sergeant. The station employed 25 persons. The station handled four or five trains each day. These trains carried military supplies and provisions, and one North Korean army soldier was assigned to each train. Approximately 15 guards, armed with automatic rifles and PPSH's, were in a dugout at DV-335322. The railroad lines were patrolled by maintenance crews, and three military police checked the employees and transportation operations. During the day, the employees stayed in the station office, and at night they moved to a compound at DV-325316 where they took part in operating the trains. On 25 May 1953 three boxcars of rice arrived from Manchuria, and not being able to unload at this station, they proceeded to the next station. The next station could not handle the shipment, so the train started back and was destroyed by United Nations planes.

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The Sep'o Railroad Station

2. On 22 June 1953 a railroad station was at CV-991172 near Sep'o (N 38-54, E 127-49) (CV-9917). The former station was destroyed during an air raid, and a new wooden building, with a zinc roof, was constructed on the same site. The new building was 5 meters long, 3 meters wide, and 2 meters high. The station master was a lieutenant, and the assistant station master was a master sergeant. Twelve persons were employed at the station office. Locomotives were hidden in two tunnels, one at CV-988167, approximately 300 meters south of the office, and the other was 100 meters west of the office. Four or five trains passed through the station each day, and the tunnels were guarded by 20 North Korean soldiers armed with automatic rifles and PPSH's. A water point was at DV-957176 in T'oejo (N 38-54, E 127-46) (CV-9517).

P'yongyang to Sinmak

3. On 1 May 1953 three trains, each with 20 to 25 freight cars, were being operated between P'yongyang and Sinmak (N 38-25, E 126-14) (BT-5855). The trains were loaded with military supplies while travelling from P'yongyang to Sinmak. The trains were all operated at night between 2000 and 0500 hours. During the day, the trains were hidden in a tunnel at YC-425939.

Antung, Manchuria to P'yongyang

4. In early June 1953, two trains arrived at Sinuiju from Antung each day. On cloudy or rainy days, more trains were operated. Two trains left Sinuiju each day for P'yongyang. All military supplies were unloaded at the Taedonggang Station (N 38-59, E 125-45) (YD-3818). The first train arrived at the Taedonggang Station at approximately 0200 hours in the morning, and the other train arrived about an hour or two later. Unloading teams consisted of 30 men who unloaded a train in approximately 2 hours.
5. On 1 June 1953, a 12-car train arrived at the Taedonggang Station at 0330 hours in the morning from Sinuiju. Four of the cars were loaded with lumber, two with kaoliang in hemp bags, one with soy beans, and five with white gasoline, canned meats, ammunition, food, and clothing. These supplies were transferred to 85 Soviet ZIS trucks and were to be shipped to Chinnamp'o. The trucks were driven by Chinese Communist and North Korean army troops. The drivers were dressed in civilian clothes and wore no insignias.
6. In early June 1953, between 50 and 100 trucks were parked at the Taedonggang Station to transport incoming supplies to the following places; if a truck was unable to reach its destination before dawn, it was hidden in a shelter:
 - a. Supplies for the front lines were transported by way of Sariwon.
 - b. Kangdong (N 39-09, E 126-05) (BU-4837).
 - c. Army units in the P'yongyang area.
 - d. Chinnamp'o.
7. In early June 1953, the railroad bridge between YD-383185 and YD-377191 was not in operation. A new bridge, 100 meters down the river, was used by the trains, and another bridge, 150 meters down the river, was used in an emergency.

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P'yŏngyang to Wŏnsan

8. In early June 1953, most of the supplies for the Wŏnsan area were loaded on trains or trucks at the Taedonggang Station, and occasionally at the Sŏp'o Railroad Station (N 39-05, E 125-44) (YD-3629). The vehicles were only operated at night, or on cloudy days.
9. In early June 1953, two trains left the Taedonggang Station for Yangdŏk (N 39-13, E 126-38) (BU-9643) each day; one left at sunset, and the other left 2 hours later. The trains consisted of approximately eight cars, and arrived at Yangdŏk at 0100 hours and 0300 hours. Incoming trains from Sinuiju arrived at approximately the same hours.
10. On 15 May 1953, a 7-car train arrived at the Taedonggang Station from the Wŏnsan area with two carloads of salted fish, one carload of fish in straw bags, two carloads of lumber, and two carloads of empty drums.

P'yŏngyang to Sariwŏn

11. In early June 1953 one train was operated between the Taedonggang Station and Sariwŏn each night. The trip took from three to five hours. The train carried the following supplies to Sariwŏn; food, ammunition, clothing, and weapons.

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